(d) if so, the details thereof and if not, in what manner this vacant land is proposed to be utilised?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) About 2000 sq.m. of land in the operational area and about 3000 sq.m. of land in the non-operational area are available at Hyderabad airport.

(c) and (d) Airports Authority of India (AAI) has plans for construction of aircraft maintenance hangar in the vacant land in the operatinoal area and Cargo Complex in the vacant land in non-operational area.

Bilateral Agreement between India and U.K.

614. SHRI C.P. THIRUNAVUKKARASU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether bilateral negotiations between India and U.K. to open each other's aviation market have ended in a statement;

(b) if so, the details thereof alongwith the reasons therefor; and

(c) the measures proposed to be undertaken to work out a mutually acceptable solution?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) to (c) The bilateral talks held between India and UK on 20-21st June, 2002, were inconclusive since the UK side was unable to give an assurance to the Indian side as to the availability of slots for Air India to operate more flights via London to points in Canada and USA. It was agreed to meet again to continue discussions.

Bank Guarantee on IA Tickets

615. SHRI C. RAMACHANDRAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines has decided to do away with the bank guarantee aainst the issuance of tickets by the travel agents;

(b) the reasons for allowing over trading levels above the bank guarantee to the Agents; and

(c) the impact of these meausres on boosting sales during the last two months?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) to (c) Indian Airlines has decided to do away with the reqirement of a Bank Guarantee in respect of domestic sales in India by an agent whom no irreglarity has been recorded for the last 12 consecutive months.

Indian Airlaines has taken an insurance cover for sales made in India against credit risk of defaults in payments on domestic sales by its travel agents and on sales on Indo-Nepal, Indo-Male and Indo-Bangladesh sectors only by non-IATA agents. This insurance cover is avalid for a period of one year from 1st May, 2002 to 30th April, 2003. This has made possible for Indian Airlines to do away with restrictions on sales by agents. In case of non-payment by such agents, insurance company will make good the amounts due to Indian Airlaines. With this procedure, the concept of over-trading is no longer valid on domestic sectors.

In respect of international sales made in India, International Air Transport Association (IATA) approved agents furnish a Bank Guarantee to IATA. This Bank Guarantee covers international sales made on any airline by the agent.

Since the insurance cover has been introduced only from 1st May, 2002, its impact on the sales cannot be assessed presently.

Leasing of foreign air-carriers by domestic Airlines

616. SHRI B.J. PANDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether domestic Airlines can lease foreign air-carriers and whether Sahara Airlines has been iven such a permission, as reported in the Economci Times of 10th June, 2002, if so, the details thereof;

(b) what are the terms and conditions of lease of foreign air-carriers;

(c) whether any other Indian company has been allowed this facility earlier, if so, the details thereof and whether any other Airlines will be granted such permission; and